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The Turgovishte-Omortag Highway (Prior to September 1952)

4. The stretch of highway between Turgovishte and Omortag is six and one-half meters wide, has a crushed rock bed with a mixture of gravel and sand, and is in good condition. A concrete bridge six meters wide and 10 meters long is located over the Bogaz Deresi stream two kilometers south of Turgovishte.

The Burgas-Varna Railroad (May-September 1952)

5. Informant is familiar with the portion of this railroad which is under construction near Obzor village, Pomorie district. This is to be a single-track line. Work commenced in March 1952 and is to be completed in two years' time; workers were preparing the roadbed as of May 1952.
6. A tunnel, 4,480 meters long, is to be built between Nesebŭr and Obzor villages, approximately eight kilometers west of Obzor. Several compression drills were purchased and it is possible that work on the tunnel was begun in May 1952. A reinforced concrete "outlet" bridge, approximately nine meters long, is to be built 100 to 150 meters from the tunnel.
7. There are six engineers and 300 to 400 workers at Obzor. The engineers have their office in Obzor in a 2-story stone building which is 12 meters long. They have one jeep. Informant described one engineer as a Soviet, born in approximately 1907, clean-shaven, dark complexion, medium height, black hair.

Travel Restrictions (September 1952)

8. On 7 September 1952, rail tickets were checked twice on the train between Stara Oryakhovo village, north of Obzor and Turgovishte, but no documents were required.
9. On 22 September 1952, tickets were checked but no documents were required on the train which left Turgovishte at 6:00 p.m. and arrived in Burgas at 9:00 a.m. on 23 September 1952. The price of the ticket was 46 Bulgarian leva. There are no tunnels on this line.
10. On 24 September 1952, tickets were checked but no documents required on the bus between Burgas and Grudovo. The road was in good condition and no repair work was under way.

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